



CENTRAL MISSISSIPPI CHAPTER
VINTAGE TRIUMPH REGISTER
P. O. Box 5263
Jackson, MS 39216

NEWSLETTER
September 1984



CALENDAR

- September 29 Pelahatchie Picnic
Alfa Romeo Club
10:30 am @ Jitney in Cross-
gates, Brandon
Info: 352-4262 (Tom Henry)
- October 27 British Car Fest (BSCC)
Mud Island, Memphis
Info: (901) 685-2541
- November 1-4 Vintage Grand Prix (SVRA)
& Regional Triumph Meet (GTA)
Road Atlanta
Info: (404) 471-0898 (Hugh
McAleer)
- December TBA Christmas Party (CMC-VTR)
Open - Volunteers?

Tune Up Workshop

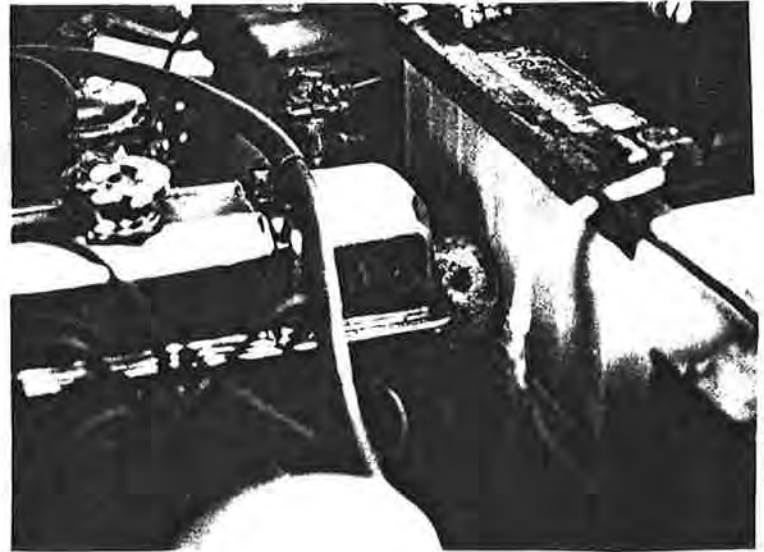
CMC-VTR hosted its first tune-up workshop on August 26 at the Peel home in Jackson.

Attending were Frank and Tricia Peel (TR-2/6), Bubba Brown (TR-6), John May (AH 3000), and Alex Wade (MG-TA). Despite the small turnout, we made good use of the Colortune set that was available and the electronic equipment that John May brought. We also got a good look at the "hanger" that Frank is building behind his house for his TR restoration jobs - stand by for another meeting to help raise the walls!

Picnic in Pelahatchie

The Alfa Romeo Club of Jackson has presented a special invitation to CMC-VTR to accompany them on a short tour and picnic in Pelahatchie.

Please plan to assemble in the Jitney Jungle parking lot in the Crossgates area of Brandon at 10:30 am on Saturday, September 29. Please bring your own picnic lunch and some swimwear, if so inclined, for we will be stopping to eat at the famed Pelahatchie Lake.



Underhood of the Peel TR-6

(Note the clever battery hold down device - this one is a fuzzy lime-green!)

172 MPH TR-4

One of the great pleasures of being the chapter Secretary is that I get to see other chapter newsletters from across the country before anyone else in the club does. One of my favorites is Trundlin' Triumphs, published by the Delaware Valley Triumphs and edited by Marty Snyder.

Reprinted below from Trundlin' Triumphs is just one chapter of "Tales of a Turbocharged Triumph" by Joe Olsen. Before you try to push your TR-4 to 172 mph, be sure that you read the article which immediately follows this one!

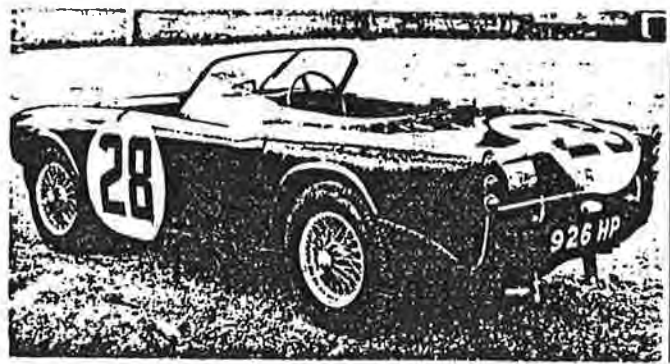
Chapter 4

"In the vernacular of hot rodders, I am referred to as a Motor Head. In the strictest sense this is a person who craves horsepower and has the skill to extract it from automotive iron. This ability I inherited from my uncle Charlie. He is a motor head 'par excellence'. He is the

only 56 year old who builds and drives two or three 140 mph cars a year for street running. Until I bought my Triumph he had never told me of his English phase. He had an MGA which once, when he hit the brakes hard, jettisoned the windscreen. There was a fatality. A traffic cop died of laughter. But his pride and joy was a TR-4 with a double overhead cam engine. The engine was unique. He replaced the stock pistons with steel Lycoming aircraft pistons. They were hand-machined for fit at 15 to 1 compression and sported three compression rings. He set red line on a mechanical tach at 10,000 RPM and set a new land speed record of 172 mph on the Black Horse Pike (322) in N.J. After about a year of terrorizing rural communities he became bored. On a spring day, up the White Horse Pike, the engine disintegrated at 15,000 RPM in an attempt to see how high it'd go. He got out, removed the license plate, and hitched a ride home. This, of course, was a while ago; 1968 to be exact. His cars are never pretty to look at but oh, they move. Anyway I have no intention of abandoning my car just because it blew up, as you will read later."

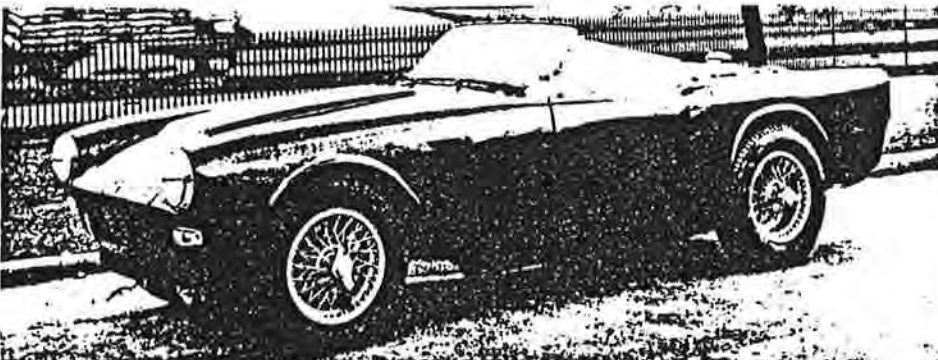
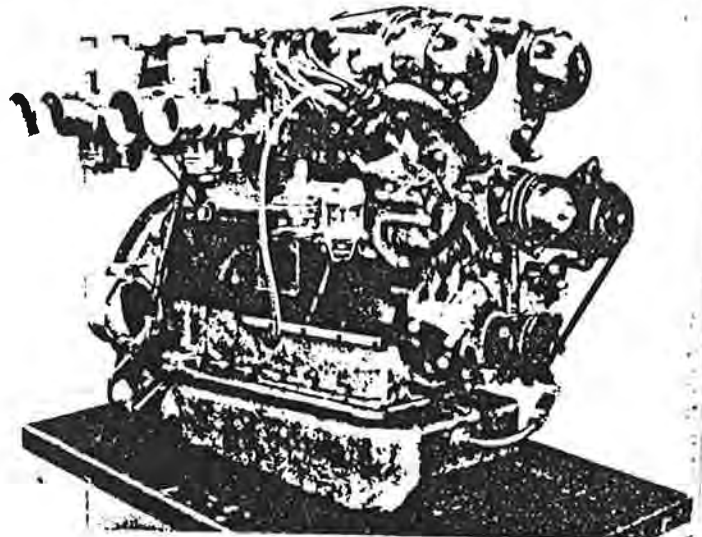
Mystery of Crazy Uncle Charlie's 170 MPH TR-4 Solved!
 Reported by Mike Wolf

"With Joe Olsen acting as an in-between, I have discovered the true identity of his uncle's TR-4. Uncle Charlie, not really being a Triumph person, had been referring to the car as a "TR-4S". This was my first clue. Upon further jogging of his memory, more details emerged: Fiberglass body. Hmmm . . . a second clue: Then, two shock absorbers on each wheel; Triple rear tail-lights. "These were all the clues I needed. The mystery was solved: It was a TRS!"
 "And it ended up in a New Jersey junk yard, a very sad ending for such a rare and important car."



Pre-race modifications in 1960 included stoneguards behind the rear wheels and a matt finish for the previously chrome-plated windscreen supports and giant filler cap.

Officially known as the TRS twin-cam engine, but unofficially as 'Sabrina', the Le Mans 2-litre unit was always raced with two twin-choke SU carburetors, and gave between 150 and 160bhp. The five-layer 'sandwich' method of construction is clear in this view, as are the front timing-wheel covers which gave rise to the very apt nickname. The engine's bore and stroke were 90mm and 78mm, respectively. One engine - in the 1961 Conrero-Triumph - had twin double-choke Webers, and a road version had twin single-choke SUs and milder camshaft profiles.



In 1960 a quartet of new Le Mans cars, the TRSs, were built, and these raced at Le Mans in 1960 and 1961. The chassis and mechanicals were basically as for the TR3S, except that the wide wheel tracks of the 'Zoom/Zest' project were used, along with rack-and-pinion steering. The new glass fibre bodies were shaped like those of the long-wheelbase 'Zooms', and the cars were registered 926/927/928/929 HP.

Membership

We are pleased this month to report that Norman Scheffner and Gail Bird of Vicksburg have joined CMC-VTR. They live in Apartment TW3 of Bienville Apartments at 4225 I-20 Frontage Road (634-8461). As many of you will remember, they brought a very impressive V-12 Jaguar E Type Roadster to the CMC-VTR Vicksburg trip and the British Car Day. Welcome Norm and Gail!

Also, please note that Tom Gallogly's new address is as follows:

(next page)

Lt. Tom Gallogly
B Co., 1st Fwd Spt Bn
APO, New York 09702

PARTS FROM AROUND THE WORLD

IMPORT
AUTO PARTS, LTD.
OF VICKSBURG

Only two more years, Tom . . .

MOTOR SPORT

308

JUNE, 1957

RUMBLINGS

On May 3rd a luncheon was held at the Hyde Park Hotel, London, by the Standard Motor Co., Ltd., to celebrate the rally successes of the Triumph TR3 drivers J. Waddington, F. Snaylam, T. A. Gold and Dr. Spare.

CELEBRATING SUCCESS

The party was attended by members of the motor Press and the Standard/Triumph organisation. The Managing Director of the Standard Co., Ltd., Mr. Alick Dick, took the chair and presented the Norma silver cup to Waddington, the Gold Star winner. After an excellent lunch and speeches by all who felt so inclined, the drivers left for the Tulip Rally—it was a good party, so good that, if they caught their train, they did so with only split-seconds in hand! Waddington paid handsome tribute to the co-operation he and his driving colleagues receive from the Triumph Company. In conversation we discovered that this experienced rally driver uses a Volkswagen as back-transport and we gather he thinks pretty highly of it.

* * *

It is becoming increasingly difficult to think-up new publicity stunts but Mr. I. J. Penrice, Publicity Manager of the Standard Motor Co., Ltd., scored a distinct triumph in this direction when he heard that 40 members of the American Triumph Sports Owners' Association wished to purchase new TR3s.

DOLLARS FOR TR3s

He chartered a Douglas DC-7C aircraft from B.O.A.C. and flew 80 U.S. enthusiasts to London Airport, where they were met by the Press during the morning of May 4th. After their images had been committed to many hundreds of feet of camera and ciné film, the American visitors took delivery of their gleaming new Triumph TR3s and drove, in imposing convoy, to "The Bull" at Gerrards Cross for lunch.

Each TR3 wore English number plates, having been taxed for a quarter and lightly run-in, and the cars were, of course, as specified by their new owners, some red, many white, a few hard-tops but the majority open 2/4-seaters, some with the available "extras," some on Dunlop Road Speed, others on Michelin X tyres. One young lady drove her Triumph away solo, followed by many pairs of envious male eyes.

After lunch the convoy proceeded to the inevitable Stratford-on-Avon overnight stop. Sunday was a free day, on the Monday the Americans were entertained to another lunch at the Standard works and shown the TR3 production-line, and on the Tuesday they left for a T.S.O.A. rally on the Continent—another of this club's non-competitive social rallies but with each car flying British and American flags and carrying a small numbered rally plaque.

Altogether this rally was a very neat way of emphasising that the Triumph TR3, as MOTOR SPORT wrote last month, is selling extremely well in dollar markets, 90 per cent. of the output of this value-for-money Coventry sports car being exported. We were glad to hear that B.O.A.C. co-operated splendidly in Mr. Penrice's ingenious venture.



TAKING DELIVERY.—The 40 purchasers of Triumph TR3s and their passengers at London Airport, with a B.O.A.C. Douglas DC-7C in the background. They spent an aggregate of 120,000 dollars to fly over, buy their cars and drive upwards of 20,000 miles on a T.S.O.A. Continental rally.

JIM KAREL
(601) 634-8847

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VICKSBURG, MISSISSIPPI 39180

The Racing Group, Inc. Foreign Car Repair

836 S. Ridgewood Road
Ridgeland, MS 39157

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(601) 956-0925

RESTORERS: do you need some casting done? We will cast your parts in brass, aluminum or cast iron using your part, matchplate, or pattern, at affordable prices. George Kaforski, 312-553-0790, IL.

BRAKE cylinders better than new, sleeved with brass to standard size, calipers, wheel cylinders, \$28 each; sleeve-master and all others, \$42 each; sleeve; keep all parts and send cylinders to: White Post Restorations, White Post, VA 22663, PH: 703-837-1140.

Triumph



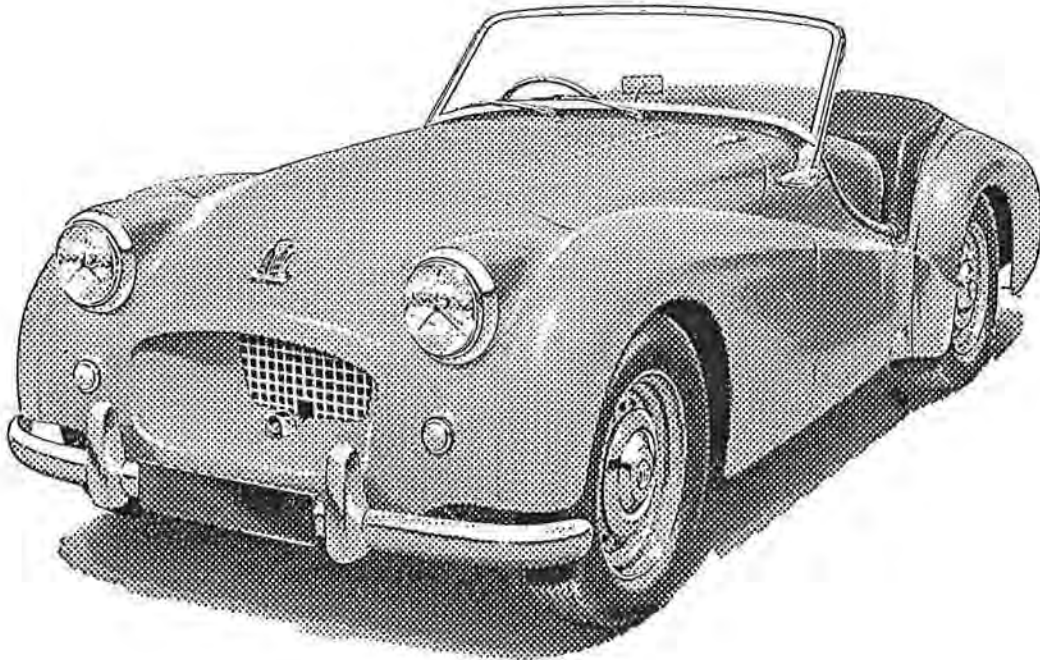
1946 TRIUMPH DUAL COWL Roadster, 1800 Series. Ground up restoration. Exceptional. Needs top and upholstery. Bright red finish. A beauty for only \$16,000 or best offer. Must sell. John Farrell? 2220 So. 112th, Seattle, WA 98168. 206-248-2228.



TRIUMPH: 1959 TR10, runs, good cond., \$4,000. Dove, Box 328, Smithfield, ME 04978. PH: 207-362-5331.

Triumph 1964 TR4 Classic.
Red + new tires & in good
running condition. \$3100.
924-8476.

TRIUMPH at Le Mans



A stock model Triumph T.R.2 Sports Car privately owned and driven by E. B. Wadsworth and R. Dickson completed the Le Mans 24 hour race—

Distance covered 1,804 miles.

Average speed 74.71 m.p.h. for 24 hours.

PETROL CONSUMPTION 34.688 in.p.g.

58 starters—Triumph T.R.2 finished 15th.

(Subject to Official Confirmation)

Price: £625 (P.T. £261 10s. 10d.)

TRIUMPH T.R.2 SPORTS

TRIUMPH MOTOR COMPANY (1945) LIMITED,
Subsidiary of The Standard Motor Company Ltd., Coventry.